AMENDMENTS TO THE CLAIMS

1-78 (Canceled)

79. (Previously presented) A piston combustion engine comprising: gas intake valves and gas exhaust valves;

said gas intake valves and gas exhaust valves positioned over at least a cam shaft;

a cam on said at least one cam shaft has a base circular outline and the base circular outline has a radially extending cam portion;

for at least one of a plurality of valves, preferably gas exhaust valves engaging the cam, a contour body with at least an additional radially extending cam portion is provided and the contoured body is positioned in the base circular outline of the cam from a superior active position, wherein the additional contoured body is in the form of a mushroom, comprising: a part of one of the plurality of valves;

an elongated hub cam and a guide body, which are preferably cylindrical, wherein the elongated hub cam extends on at least one side in a groove transverse to the cam shaft axle in the base circle outline and/or cam profile of the cam shaft in the form of an anti-twist plate with the guide body lying radially inside a guide, preferably in a guide bore, extends in the cam shaft and the additional contoured body is radially adjustable.

80. (Previously presented) The piston combustion engine of claim 79 wherein the contoured body is brought into an active position with a servo motor.

81. (Previously presented) The piston combustion engine of claim 79 wherein that the diameter of the cylindrical guide body is more greater than the width of the elongated hub cam.

82. (Previously presented) The piston combustion engine of claim 79 wherein the additional contour body is eccentrically arranged in a long axis of the cam shaft.

83. (Previously presented) The piston combustion engine of claim 79 wherein the additional contoured body is eccentrically arranged with respect to the cam.

84. (Previously presented) The piston combustion engine of claim 79 wherein the respective cam and/or the additional contoured body are eccentrically arranged with respect to a cam follower.

85. (Previously presented) The piston combustion engine of claim 84 wherein a spherically extending cam follower of the respective cams and/or the additional contoured body has a shape selected from the group consisting of: angular, conical, spherically, and spatially matched, for the avoidance of edge wear.

86. (Previously presented) The piston combustion engine of claim 79 wherein elongated hub cam and/or the cylindrical guide body are eccentrically arranged to long axis of the cam shaft.

87. (Previously presented) The piston combustion engine of claim 79 wherein the movement of the additional guide body is limited by a mechanical signal in the servo unit.

88. (Previously presented) The piston combustion engine of claim 79 wherein a force exists between the additional contour body and the cam shaft, preferably the force is a resilient force, such that in a deactivated condition the additional contour body is in contact with a stop in a fully extended position, for example in contact with the cam follower stop.

89. (New) The piston combustion engine of claim 79 wherein a contoured body is brought into an active position with an auxiliary cam structure in a cam shaft with a servo unit applying an adjustable force.

90. (New) The piston combustion engine of claim 89 wherein the servo motor uses a hydraulic apparatus to generate the force.

91. (New) The piston combustion engine of claim 90 wherein the servo motor further comprises a spring.

92. (New) The piston combustion engine of claim 89 wherein the auxiliary cam outline extends in the active position above a flank of the radially extending cam portion.

93. (New) The piston combustion engine of claim 89 wherein the auxiliary cam outline in a resting position extends above a flank of the radially extending cam portion.

94. (New) The piston combustion engine of claim 79 further comprising a contour guide or a ventilation guide device eccentrically positioned relative to a cam shaft center.

95. (New) The piston combustion engine of claim 79 further comprising a servo unit connection for bringing a contoured body into an active position with a mechanical coupling element for the radial activation and straight line displacement positioning of the contoured body.

96. (New) The piston combustion engine of claim 95 wherein the contoured body in a resting position takes the active position

97. (New) The piston combustion engine of claim 95 wherein the coupling element is a coupling pin.

98. (New) The piston combustion engine of claim 95 wherein that the cam shaft has a plurality of auxiliary cam structures and a plurality of mechanical couplings that are all advanced upon the activation the contoured body.

99. (New) The piston combustion engine of claim 79 wherein operation of the contoured body regulates the operation of an internal exhaust gas guide.

100. (New) The piston combustion engine of claim 79 wherein during an engine braking of the contoured body operation of an exhaust valve is activated.